Chapter 7

Industrial

High-quality industrial building

A. Introduction

Industrial development areas have typically been physically and visually isolated from other land uses in the past. More recently however, rapid urban growth and changes in planning philosophy towards inclusionary and neo-traditional design have placed industry in close proximity to residential areas, commerce and other activity centers. In addition, environmental and health regulations have made industrial uses more compatible with less intense land uses. Because of these factors, it is now recognized that industrial uses must be fully integrated, functionally and aesthetically within the city of Huntington Beach.

This chapter provides general design guidelines and concepts for industrial development which encourage the highest level of design quality and creativity.

Site-specific standards and guidelines shall take precedence when in conflict with the following guidelines. Where site specific standards or guidelines are silent, these guidelines will serve as a supplement.

B. General Design Objectives:

The design of each industrial project in Huntington Beach should:

- Contribute towards reinforcing or establishing a distinct architectural and environmental image for the district within which the project site is located
- Consider the scale, proportion and character of development in the surrounding area
- Establish attractive, inviting, imaginative and functional site arrangement of buildings and parking areas, and a high quality architectural and landscape design which provides an efficient and pleasant work environment
- Facilitate and encourage on-site pedestrian activity and mitigate existing adverse automobile oriented planning patterns
- Minimize excessive or incompatible impacts of noise, light, traffic and visual character
- Preserve and incorporate natural amenities unique to the site such as ocean views, mature trees, etc. into the project development proposal
- Preserve and incorporate structures which are distinctive because of their age, historical, cultural significance, or unique architectural style into the project development proposal

C. Site Planning

1. Grading

a. Industrial developments should be sensitive to their natural surroundings. Grading should be minimized by following the natural contours as much as possible. Graded slopes should be rounded and contoured to blend with the existing terrain.

b. Grading should emphasize and accentuate scenic vistas and natural landforms.

c. Large manufactured slopes should be avoided in favor of several smaller slopes integrated throughout the project. Smaller slopes are less obtrusive, more easily vegetated and can be used to add visual interest, preserve views and provide visual buffers where necessary.

d. Significant natural vegetation should be retained and incorporated into the project.

2. Compatibility

a. The arrangement of structures, parking and circulation areas and open spaces should recognize the particular characteristics of the site and should relate to the surrounding built environment in pattern, function, scale, character and materials. In developed areas, new projects should meet or exceed the standards of quality which have been set by surrounding development.

b. Structures which are distinctive due to their age, cultural significance, or unique architectural style should be preserved and incorporated in the project development proposal.

c. Residential uses should be buffered from incompatible industrial development. Intensified landscaping, increased setbacks and appropriate building orientation should be utilized as a means of providing adequate separation between such land uses.

d. Linkages (e.g walkways, common landscape areas, building orientation) between compatible industrial uses are encouraged where appropriate.

3. Site Entry Design

a. Entry areas to industrial developments should be enhanced by ornamental landscaping, low profile monument signage and decorative paving.

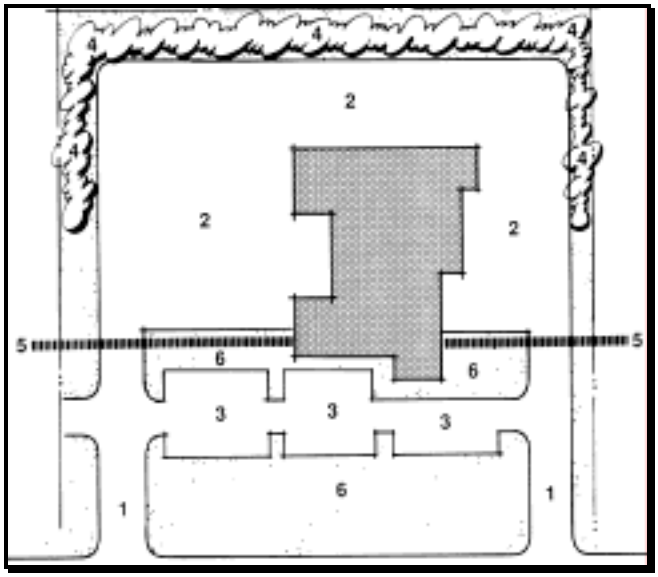
4. Building Siting

a. Structure siting should take into consideration the context of the industrial area, the location of incompatible uses, the location of major traffic generators as well as the site's characteristics.

b. The placement and design of structures should foster pedestrian access and circulation.

c. Industrial site design should provide:

- controlled site access (1)
- service areas located at the sides and rear of buildings (2)
- convenient public access and visitor parking (3)
- screening of storage, work areas, and mechanical equipment (4)
- storage and service area screen walls, as required by the Zoning Ordinance (5)
- emphasis on the main building entry and landscaping (6)



Appropriate Industrial Site Layout

d. Site buildings along industrial frontages, to the greatest extent possible. Provide variable building setbacks in order to avoid long monotonous building facades and create an interesting streetscene.

e. Increased building setbacks should be provided for buildings 30-ft. high or greater.

f. Whenever possible new structures should be clustered to create plazas and courtyards.

5. Vehicular Access/ Circulation/ Parking

a. Site access and internal circulation should promote safety, efficiency, and convenience. Conflicts between vehicles and pedestrians should be avoided. Continuous circulation should be provided throughout the site to the greatest extend possible. Dead-end driveways should be minimized. Adequate areas for maneuvering, stacking, truck staging, loading and emergency vehicle access should be accommodated on site.

b. The number of site access points should be minimized and located as far as possible from street intersections. The use of common or shared driveways is encouraged and in some case may be required. Designs which encourage the use of streets for "internal circulation" should be avoided.

c. Driveway entry locations should be coordinated with existing or planned median openings and driveways on the opposite side of the roadway.

d. Loading and service areas should be provided with separate access and circulation whenever possible.

e. Parking should not dominate street frontages. Parking areas should be screened by buildings and landscaping.

f. Parking lots which accommodate a significant number of vehicles should be divided into a series of connected smaller lots.

g. Parking lots should be separated from buildings by a raised walkway (minimum 4 feet wide) and landscape strip (minimum 7 feet wide).

6. Pedestrian Circulation

a. Placement of primary vehicle access points to the project site in close proximity to major building entries should be avoided in order to minimize pedestrian and vehicular conflicts.

b. Clearly defined pedestrian paths should be provided from parking areas to primary building entrances and sidewalks along the site's perimeter.

Pedestrian walkways should be visually attractive

c. Design parking areas so that pedestrians walk parallel to moving cars. Minimize the need for pedestrians to cross parking aisles and landscape islands to reach building entries.

d. Pedestrian walkways should be accessible, safe, visually attractive, and well defined by decorative pavement, landscaping, low walls, and low-level lighting.

e. Safe and convenient pedestrian walkways should be provided between buildings and parking areas.

f. Pedestrian access should be provided between transit stops and building entrances.

7. Plazas/ Courtyards and Recreational Areas

a. Building placement that creates opportunities for plazas, courtyards, patios, or outdoor dinning is strongly encouraged.

b. Recreational facilities such as jogging trails and bicycle paths are encouraged.

Incorporate dining areas within industrial/business parks

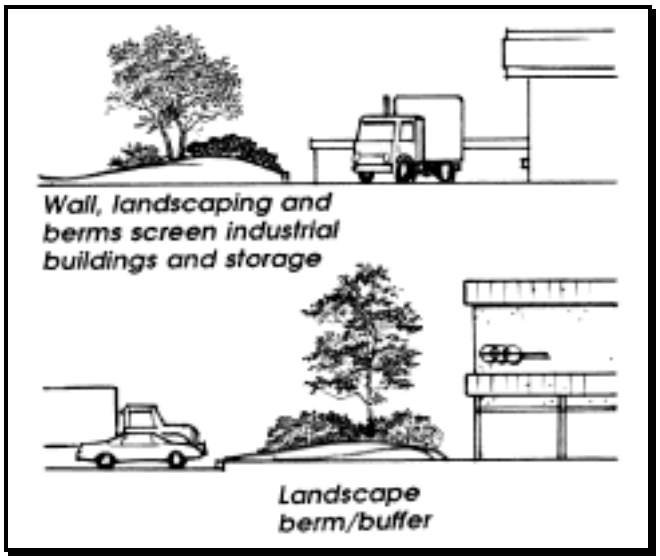
c. Shade trees or architectural elements which provide shelter and relief from direct sunlight should be provided within plazas and courtyards.

d. Landscaping, water features, and public art should be incorporated into plaza and courtyard design.

8. Loading & Delivery

a. Loading and delivery service areas should be located and designed to minimize their visibility, circulation conflicts and adverse noise impacts to the maximum feasible extent.

b. Loading and delivery service areas should be screened with portions of the building, architectural wing walls, freestanding walls and landscape planting.



Loading areas should be screened from public view

c. Loading and delivery areas should not be located in required setback areas.

d. Loading and unloading should be accommodated entirely on site.

9. Utility and Mechanical Equipment

a. Utility and mechanical equipment (e.g. electric and gas meters, electrical panels, transformers and junction boxes) should be screened from view. All screening devices should be compatible with the architecture, materials and colors of adjacent structures.

b. Transformers should not dominate the streetscape. When transformers are required to be installed adjacent to the street, they should be undergrounded.

10. Refuse and Storage Areas

a. Trash storage must be enclosed within or adjacent to the main structure or located within separate freestanding enclosures.

b. Trash enclosures should be unobtrusive and conveniently accessible for trash collection but should not impede circulation during loading operations.

c. Trash enclosures should be located away from residential uses to minimize nuisance to adjacent properties.

d. Trash and storage enclosures should be architecturally compatible with the project design. Landscaping shall be incorporated into the design of trash enclosures to screen them and deter graffiti.

11. Walls and Fences

a. Wall/ fence design should complement the project's architecture. Landscaping should be used to soften the appearance of wall surfaces.

b. Walls and fences within front and exterior side yards of commercial sites should be avoided.

c. Unless walls are required for screening or security purposes they should be avoided.

d. Security fencing should incorporate solid pilasters, or short solid wall segments and view fencing.

The design of security fencing should be enhanced

e. Long expanses of fence or wall surfaces should be offset and architecturally designed to prevent monotony. Landscape pockets (12-feet wide by 3-feet deep) should be provided at 70-foot minimum intervals along the wall.

Quality wall materials are encouraged

f. Walls and fences should be designed in such a manner as to create an attractive appearance to the street and to complement the architecture of the industrial park.

g. Gates should be provided in walls or fences where necessary to allow emergency access.

h. High perimeter walls and walls topped with barbed wire, razor wire, or broken glass are strongly discouraged.

i. Chain link fences should not be visible from streets.

High solid walls along public streets are discouraged

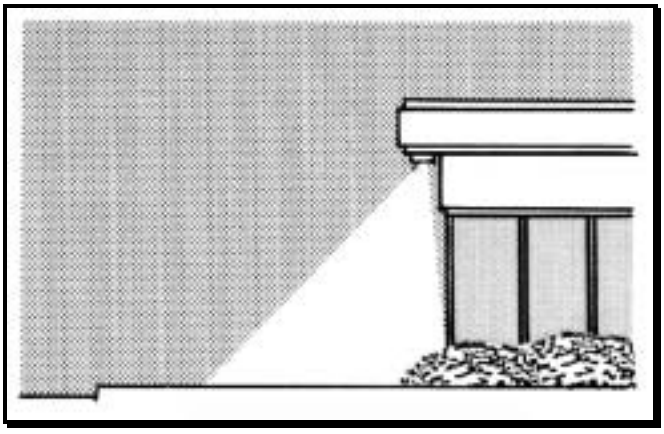
12. Paving

a. Decorative paving should be incorporated into parking lot design, driveway entries, pedestrian walkways and crosswalks.

b. Paving materials should complement the architectural design. The use of stamped concrete, stone, brick, pavers, exposed aggregate, or colored concrete is encouraged.

13. Lighting

a. The type and location of parking area and building lighting should preclude direct glare onto adjoining property, streets, or skyward. Lighting systems should be designed for two operating levels; a higher intensity lighting level for business operating hours and a reduced intensity level for non-operating hours.



Confine light glare within the site boundaries

b. The design of the light fixtures and their structural support should be architecturally compatible with the theme of the development.

c. Pedestrian scale/decorative light fixtures are encouraged within plazas and courtyards.

D. Architectural Guidelines

1. Architectural Imagery

a. No particular architectural "style" is required for industrial development. High quality, innovative and imaginative architecture is encouraged.

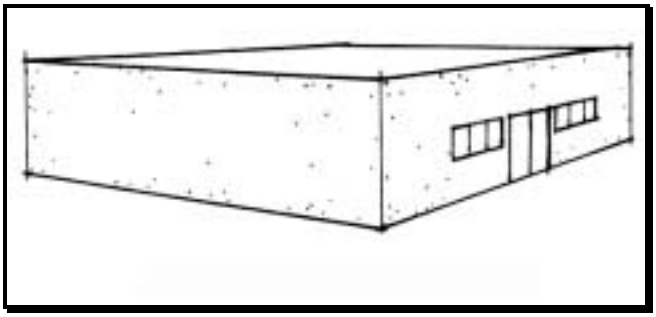
b. The selected architectural style/ design should consider compatibility with surrounding character, including harmonious building style, form, size, color, materials and roofline. In developed areas infill projects should meet or exceed the standards of quality which have been set by surrounding development.

c. The designer is expected to employ variations in form, building details and siting in order to create visual interest. In all cases the selected architectural style should be employed on all building elevations.

d. A unified, identifiable image should be projected by individual buildings within industrial/ business parks through the use of similar and/ or complementary colors, materials, roof forms, signage, decorative pavement and architectural style.

2. Building Façade and Roof Articulation

a. Buildings should be segmented in distinct massing elements. Building facades should be articulated with architectural elements and details. Vertical and horizontal offsets should be provided to minimize building bulk.



Plain box-like structures are discouraged

b. Variable building elevations along linear street frontages are encouraged.

c. Building entries should be readily identifiable. Use recesses projections, columns and distinctive materials and colors to articulate entrances.

Building entries should be readily identifiable

d. Employ various building forms to create visual character and interest.

e. Long (over 100') unarticulated building facades. Are not acceptable. Varied front setbacks are encouraged.

f. All wall surfaces visible to the public should be architecturally enhanced. Front and side wall elevations should provide building offsets and architectural details.

g. Varying building heights/massing and setbacks to define different functions such as offices and warehousing is encouraged.

h. Nearly vertical, mansard or pitched roofs should be avoided.

i. Vertical architectural elements such as towers should be used as focal points.

j. Stairways should be designed as an integral part of the building architecture.

k. Roof design should be an integral component of the overall building architecture. Long continuous rooflines are not acceptable. Multiple roof planes and offsets are encouraged.

Provide roof line variation

l. Gutters and downspouts should be concealed, unless designed as a decorative architectural feature.

m. All mechanical equipment should be screened from view of public streets, neighboring properties, and nearby higher buildings.

3. Fenestration

a. The size and location of doors and windows should relate to the scale and proportions of the building elevation on which they are located.

Fenestration should relate to the scale of the building

4. Building Materials and Colors

a. Materials and colors should be used to create visual interest. When buildings are located within an industrial/ business park, utilize colors and materials which are complementary to the design theme and consistent with the colors/ materials palette for the industrial/ business park development.

b. Exposed gutters should be colored to match fascia or wall materials. Exposed downspouts should be colored to match the surface to which they are attached.

c. Use various types of building cladding to produce different texture, shade and shadow effects.

d. High maintenance building materials such as stained wood, clapboard, or shingles should be avoided.

e. Landscaping should be provided adjacent to walls to discourage graffiti.

f. Materials should be chosen to withstand abuse by vandals or accidental damage by machinery. False facades and other simulated materials and ornamentation are discouraged.

g. Brightly-colored buildings are discouraged.

E. Landscaping Guidelines

1. Standard Guidelines

a. Landscaping should be used to define entrances to buildings and parking lots, buffer incompatible uses, and screen outdoor storage, loading and equipment areas.

Landscaping should be used to soften building exteriors

b. Landscaping should be in scale with adjacent buildings and of an appropriate size at maturity to accomplish its intended purpose.

c. Buildings should be located on 'turf-islands'. A minimum 7-foot or larger landscape strip, including a 6" curb and 12" concrete strip, should be provided between parking areas and the front portion of the building.

d. Utilize grade differential and/or berming in conjunction with landscaping to reduce the appearance of building mass and height along street frontages.

e. When industrial uses are located adjacent to less intense uses, additional setbacks, walls, screening and/or landscaping should be provided to mitigate potential adverse effects to neighboring properties.

f. Landscaped areas should generally incorporate planting materials utilizing a three tiered system: 1) grasses and ground covers, 2) shrubs and vines, and 3) trees. All areas not covered by structures, service yards, walkways, driveways, and parking spaces should be landscaped, in accordance with City Ordinance requirements.

g. The following design concepts should be utilized in all project design:

- Specimen trees (36-inch box or more) in informal groupings or rows at major focal points
- Use of flowering vines both on walls and arbors or trellises
- Use of planting to create shadow and patterns against walls
- Use of planting to soften building lines and emphasize the positive features of the site
- Trees to create canopy and shade, especially in parking areas and passive open space areas
- Berms, plantings, and walls to screen parking lots, trash enclosures, storage areas, utility boxes, etc.

h. Trees generally should be placed as follows:

- A minimum of 8 ft. between center of trees and edge of driveway, 6 ft. from water meter or gas meter and sewer laterals
- A minimum of 25-ft. between center of trees and point of intersection of the edge of driveways and streets or walkways
- A minimum of 15-ft. between center of trees or large shrubs to utility poles/street lights
- A minimum of 8-ft. between center of trees or large shrubs and fire hydrants, fire department sprinklers, standpipe connections

i. Trees or large shrubs should not be planted under overhead lines or over underground utilities if their growth will interfere with the installation or maintenance of these utilities.

j. Landscaping materials should be spaced so that they do not interfere with the lighting of the premises or restrict access to emergency apparatus.

k. Existing healthy mature trees should be preserved and incorporated into the overall landscaping plan.

l. Gravel, or astroturf is not permitted as a substitute for planting materials.

m. Use of vines and climbing plants on buildings, trellises, and privately owned perimeter walls is encouraged.

n. Landscaping should be protected from vehicular and pedestrian encroachment by raised planting surfaces. Concrete step-off areas should be provided in landscape planters adjacent to parking spaces.

2. Parking Lot Landscaping

a. Parking lot landscaping should accent driveways, frame the major circulation aisles, and highlight pedestrian pathways.

b. Parking areas for more than 250 parking spaces should provide continuous landscape planting strips between every row of parking and should be planted with shade trees low shrubs and groundcover at a minimum distance of 35-ft on center. These landscaping areas should provide a minimum of 7-ft. clear plantable width and shall be protected by a 6-inch high curb and a 12-inch wide concrete or comparable hardscape material on both sides.

c. Parking areas for more than 250 parking spaces should provide landscaping islands with minimum 500 sq. ft. of plantable area and 7-ft. wide clear plantable width at the end of parking rows. These landscaping areas should be planted with shade trees, low shrubs and groundcover and should be protected by a 6-inch high curb on all sides and a 12-inch wide concrete step-off area adjacent to parking spaces.

d. Parking areas for more than 250 parking spaces should provide interior planting islands with minimum 135 sq. ft. of plantable area every 10 parking spaces. These landscaping areas should be planted with shade trees, low shrubs and groundcover and should be protected by a 6-inch high curb on all sides and a 12-inch wide concrete step-off area adjacent to parking spaces.

e. All parking lot street frontages for lots with more than 250 parking spaces should be screened by landscaping. Screening materials should provide a clear line of sight between 32 inches and 5 ft. above grade. Parking lot landscape screening should be implemented by utilizing one or a combination of the following:

- a maximum 32-inch high evergreen hedge, to create a solid hedge
- a maximum 32-inch high earth berm with a slope no greater than 3.5:1
- non-deciduous (evergreen) trees planted at a distance of 35 ft. on center. Trees should be a minimum 36-inch box container size, or as recommended by conditions of approval

3. Slope Revegetation and Erosion Control

a. All slopes to be constructed at a gradient steeper than 6:1 horizontal to vertical and with a vertical height of three feet or greater, shall be revegetated within 30 days of completion of grading**.**

b. All slopes should be covered with herbaceous or prostrate shrubby ground covers.

c. All plant materials should be appropriate to the site conditions, water conserving and appropriately spaced to control soil erosion.

d. Trees, shrubs, and ground covers should be planted in undulating massings and groupings to reduce the constricted character of manufactured slopes.

e. Revegetation on permanent slopes should include permanent irrigation systems.

4. Plant Maintenance and Irrigation

a. All young trees should be securely staked with double staking and/or guy-wires. Root barriers shall be required for any tree placed in paved or other locations where roots could damage adjacent paving/curb surfaces.

b. Automatic sprinkler controllers shall be installed to ensure that landscaped areas will be watered properly. Backflow preventors and anti-siphon valves shall be provided in accordance with current codes.

c. Sprinkler heads and risers should be protected from car bumpers. “Pop-up” heads should be used near curbs and sidewalks.

d. The landscape irrigation system should be designed to prevent run-off and overspray.

e. All irrigation systems should be designed to reduce vandalism by placing controls in appropriate enclosures.

F. Public Safety Through Design

a. Electronic surveillance and security hardware should be as invisible and unobtrusive as possible. If security grilles are necessary, they should be architecturally integrated within the overall building design theme. The use of scissor grilles is strongly discouraged.

Appropriate Security Hardware

b. Lighting should be designed to satisfy functional and decorative needs. Security lighting should be designed as part of an overall lighting plan rather than as single stand-alone elements.

c. Safety behind buildings should be ensured through: 1) adequate security lighting for parking areas and pedestrian ways; 2) limited access (walls, fences, gates, shrubs); 3) signage; 4) introduction of activities (e.g., rear entrances for commercial activities) that increase surveillance; 5) surveillance through windows or with cameras; and 6) ongoing maintenance of storage areas and alleys.

d. Building lighting should complement the architectural style of the building while providing illumination of building facades and entrances.

e. Lighting should be sufficient for sidewalk and street illumination.

f. Building address numbers should be visible from the public right-of-way.

g. Landscaping should be planted and maintained to allow visibility and eliminate areas of potential criminal activity.

h. Delineate the separation between public and private spaces with paving, building materials, grade separations or with physical barriers such as landscaping.